They found that there was not enough land because the requirement of land for expasion is about 150 acres. Land is also not available there because, as I am told, it is surrounded by the railway track. Absolutely there is no land available there. We also want to see that expansion does take place at the lowest cost.

SHRI DIPEN GHOSH : Have you asked for land ?

SHRI B. SHANKARANAND : We need a minimum of 70 acres of land. There is no land available to provide tankage facilities. The Haldia Port itself does not have night navigation facility so that more crude can be brought there and the entire port facility can be used day and night. Even if we create a second Jetty, the question is the scope of this port is so limited that expansion cannot take place. On the other hand, the EIL has—(*Interruptions*)

SHRI DIPEN GHOSH : Has the hon. Minister interacted with the port authorities...(*Interruptions*)..

THE DEPUTY CHAIRMAN : Mr. Dipen Ghosh, please do not interrupt. Let him answer. Please ..(. *Interruptions*...

SHRI B. SHANKARANAND : The capacity, the draught at the port is only 33. The oil-handling capacity is so limited that we cannot have the expanded capacity fully utilised for the purpose. We have to have an expansion of 3 million tonnes. In view of all these constraints, it has been advised that it would be better to have a new grassroot refinery of 6 million tonnes near about there. The suggestion is for Paradip Port and we are thinking of considering it...(*Interruptions*) ...

SHRI GURUDAS DAS GUPTA: Madam, what about Haldia? ...(*Interruptions*)... Madam, I seek your protection..(*Interruptions*)...

SHRI DIPEN GHOSH : Madam if there is scarcity of facilities in the port, let the Government...(*Interruptions*)...

THE DEPUTY CHAIRMAN : Please, you have asked your question ...(*Interruptions*)..

SHRI GURUDAS DAS GUPTA : Why has he not created a second committee ? Why ?...(*Interruptions*)..

SHRI DIPEN GHOSH : Madam...(*Interruptions*)..

THE DEPUTY CHAIRMAN : Please, Mr Dipen Ghosh . . . (*Interruptions*) please, Mr. Gurudas Das Gupta...(*Interruptions*)...

SHRI B. SHANKARANAND : I can only say to the hon. Member that he has not asked question. I should say that perhaps this is a suggestion for action...(*Interruptions*)...

THE DEPUTY CHAIRMAN : Smt. Veena Verma, do you want to ask now?

श्रीमती वीणा वर्मा : छोटा सा प्रश्न पूछ लूं।

उपसभापति : अब इसमें कुछ बचा नहीं है पूछने को, दूसरे में पूछवा दूंगी आपको। There is othing which the Minister has not answered. Let us go to the next question.

Conversion of DTC into Public limited company

*302. DR. ABRAR AHMED : SHRIMATI RATAN KUMARI :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal under Government' consideration to

*The question was actually asked on the floor of the House by Dr. Abrar Ahmed.

convert the DTC into a public limited company ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) Government are finalising an inter-connected package for the rehabilitation of DTC in order to ensure its long term viability. The conversion of Delhi Transport Corporation into a Company is one of the options that will be taken up for consideration.

डा० अबरार अहमद : मैडम, अगर देखा जाए तो डी०टी०सी० राजधानी की धड़कन है, देहली की धड़कन है । अगर डी०टी०सी० को बंद कर दिया जाए तो मैं यह मानकर चलता हूं कि देहली का आम जीवन अस्त-व्यस्त हो जाएगा ।

एक सम्मानित सदस्य : धड़कन बंद हो जाएगी ।

डा० अबरार अहमद : हां, धड़कन बंद हो जाएगी, क्योंकि प्रतिदिन 50 लाख आदमी इन बसों में यात्रा करते हैं, सफर करते हैं, तो महोदय, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूं कि हाल ही में आपने जो तीन हजार बसों के प्राइवेट ऑपरेटर्स को लाइसेंस दिए हैं, उस दृष्टि से डी०टी०सी० जिस प्रकार से घाटे में चल रही है आपके पास कुछ इकोनोमिकल लाभदायक रूट भी हैं । और कुछ नुकसानदायक रूट भी हैं, तो आप अपने घाटे को देखते हुए आपने जो प्राइवेट ऑपरेटर्स को रूट दिए हैं, वह लाभदायक रूट उनको देंगे या जिन रूटों पर आप घाटे में चल रहे हैं वह रूट उनको देंगे, जिससे कि आपका घाटा कम से कम हो सके और इसी संदर्भ में.

(व्यवधान)

उपसभापति : संक्षेप-संक्षेप । कृपया संक्षेप में बोलिए, दूसरों को भी मौका मिले ।

डा० अबरार अहमद : बिल्कुल संक्षेप में । उसी संदर्भ में मैं यह जानना चाहूंगा कि जिस तरह से कलकत्ता पोर्ट ट्रस्ट की एक्सेस लैंड घाटा कम करने के लिए पांच सौ करोड़ रुपये में बेचने की एक योजना आपने बनाई है, क्या देहली के अंदर 10 डिपो में जो एक्सेस लैंड है, उसको कॉमर्शियल एक्सप्लोयटेशन के लिए क्या प्राईवेट लोगों को देने का भी कोई प्रस्ताव है ?

SHRI JAGDISH TYTLER : First of all, I would like to inform the Member that DTC is not closing down and the second thing is that the Central Government has nothing to do with the 3000 permits that have been given. This is done by the Delhi Administration. Even the permit to run buses in Delhi by the DTC, the DTC has to get the permission from the State Government. There is no doubt, we have been making losses and the Government is taking certain steps to see that the losses are reduced. But that is not enough. We have given a new action plan to a group of Ministers in the Cabinet. The Cabinet has to approve it. I would like to inform the Member that one of the options to improve the financial package for the DTC is that since there are over 31 depots in Delhi which are under-utilised, which are not being properly utilised, we had put up this plan for the consideration of the group of Ministers that we should be allowed to exploit these depots for commercialisation. I would like to inform the hon. Member that no land is being sold to any party. And he had mentioned about the Calcutta port. The Calcutta port had their own land and they have used it for the purpose of port-related industries and other industries. We find that—if you look at the history of the Calcutta port for the last 15 years—over Rs. 2,000 to 3,000 crores worth of land has been encroached upon people from Bangladesh and other encroached on the land. When we had gone there about a year back, I saw right in front of my eyes the land being occupied and I informed the State Government, I said,

please stop this. This is a very high-placed one and this is for the Calcutta port. The land has just been occupied." To the Chairman of the Calcutta port brought this plan that he would like to use this for port-related industry which is inder their Act, I mean, they don't need to come to the Central Government for permission. And I am glad to say that after they had planned with the help of the State Government with all their conditions fulfilled, they have got orders, from the State undertakings and the national undertakings, worth about Rs. 500 crores. And I hope once the proposal is cleared from the Cabinet as for the depots, with the proper permission of the State Government and with the proper permission of the DDA and the Corporation, we hope to raise some money. By that money, we will be able to buy some buses and also see that the losses which are occuring because of so many reasons—the concessions which we are giving, like the concessional passes for the students, even to the freedom fighters, even to the police officers and to many other categories ; even to the resettlement colonies, we are giving concessional rates—are made up so that at least we will not burden them in future. And I would like to inform the hon. Member that 3,000 buses which are given by the Delhi Administration are going to help the DTC and the people of Delhi could benefit.

श्री अजीत जोगी : दिल की धड़कन का सवाल नहीं आया ।

श्री जगदीश टाइटलर : दिल की धडकन और तेजी से चलेगी ।

उपसभापति : आप सवाल करते हैं उनकी धड़कन बढ़ जाती है यूं ही ।

श्री प्रमोद महाजन : ज्यादा तेजी से चलेगी चलेगी तो बंद होने का डर है ।

डा० अबरार अहमद : महोदया, माननीय मंत्री जी ने स्वीकार किया है कि 3000 परमिटस दिल्ली ऐडमिनिस्ट्रेशन ने दिए हैं । मैं आपके माध्यम से मंत्री जी को याद दिलाना चाहूंगा कि उन 3000 परमिट्स की माननीय मंत्री जी ने इसी सदन में घोषणा की थी और उसी के अनुसार ये परमिट दिए गए हैं । मैंने तो बहुत सीधी बात पूछी थी कि वहां कुछ रूट लाभदायक हैं । कुछ नुकसानदायक हैं । तो क्या सरकार के पास कोई ऐसी योजना है कि जब वह उनसे लाभ नहीं कमा सकती तो नुकसानदायक रूटों को प्राइवेट आपरेटर्स को दे दे और जो लाभदायक हैं उनको खुद चलाए । यह कहकर पल्ला छुड़ा लेना कि वह परमिट दिल्ली ऐडमिनिस्ट्रेशन ने दिए हैं, यह माननीय मंत्री जी की ज्यूरिस्डिक्शन से अलग नहीं है । उन्होंने यह घोषणा की थी, जब ये तीन हजार परमिट बंटे हैं, मुझे वह दिन याद है ।

उपसभापति : धड़कन बढ़ गई ?

श्री जगदीश टाइटलर : जो 3000 परमिट्स दिए गए हैं उनको 15000 रूट्स की ऑप्शन दी गई है । और वह रूट्स दिल्ली ऐडमिनिरट्रेशन और स्टेट ट्रांसपोर्ट ऐथारिटी ने बनाए हैं जिसके अंदर लॉस मेकिंग भी है और प्रॉफिट मेकिंग भी है लेकिन डी०टी०सी० 300 ऐसे रूट्स पर जा रही है जहां लॉसेज हैं । एक प्वाइंट हमने लिया है लॉस कम करने का । डी.टी.सी. के अंदर 8 घंटे की ड्यूटी एक ड्राइवर की है और उसके अंदर दो ड्राइवर चाहिए 16 घंटे के लिए, 4 कंडक्टर चाहिए । प्राइवेट लोग ड्यूटी ज्यादा लेते हैं और उनके ओवरहैड चार्जेज भी नहीं होते इसलिए वह उन रूटों पर भी प्रॉफिट बना सकते हैं । हमारा ऐसा ख्याल है कि जिन रूट्स के अंदर नुकसान है, हम चाहेंगे कि उन रूट्स से हम हटकर उन रूट्स पर चले जाए जहां से डी.टी.सी. को और पैसा मिल सके ।

डा० अबरार अहमद : महोदया, मैं माननीय मंत्री जी से कहना चाहूंगा कि इस सवाल में मैंने इसको प्राइवेट कंपनी बनाने के बारे में पूछा था और आपने एक ऑप्शन के रूप में इसको स्वीकार किया है । तो 31 मार्च, 92 तक मेरी जहां तक जानकारी

है, 799.61 करोड़ का लोन इंट्रस्ट इन पर है । तो अगर इसको प्राइवेट कंपनी बनाने पर ये विचार करते हैं तो यह लोन किस प्रकार चुकाया जाएगा और इसका दायित्व किस पर होगा और इसके संबंध में गवर्नमेंट ने एक कमेटी भी बनाई थी जिसमें सरफेस ट्रांसपोर्ट मिनिस्ट्री, फाइनेंस मिनिस्ट्री, लेबर मिनिस्ट्री और कामर्स मिनिस्ट्री के मेम्बर थे । तो उसने क्या कोई रिपोर्ट दी है ? यदि रिपोर्ट दी है तो उसका ब्योरा क्या है ?

श्री जगदीश टाइटलर : यह बात सच है कि गवर्नमेंट ने रिस्ट्रक्चरिंग के लिए फॉर इट्स कैपिटल बेस एक कमेटी बनाई थी और 6 अगस्त, 91 में यह प्रपोजल डी.टी.सी. बोर्ड ने पास किया था और इसके अंदर कैपिटल लोन्स--नॉन रिफंडेबल 210.22 करोड़ थे, रिफंडेबल 53.66 करोड़ थे, वेज और मीन लोन्स 308.75 करोड़ थे और टोटल 572 63 करोड़ थे । जो ये कमेटी हमने बनाई थी, इसके मेंबर ऐडीशनल सेक्रेटरी थे, फाइनेंस मेंबर थे, चेयरमैन थे, ज्वाइंट सेक्रेटरी थे हमारी मिनिस्ट्री के, डी.टी.सी. के मेंबर्स भी थे जिसके अंदर उसके मैनेजिंग डाइरेक्टर भी थे । उस कमेटी ने 14 फरवरी, 92 में यह सजेशन दिया है कि किस तरीके स हमारा एक ऑप्शन यह है कि हम डी.टी.सी. को पब्लिक लिमिटेड कंपनी बनाना चाहते हैं । इसके प्रपोजल हमारे सामने आए हैं जिसकी डिटेल्स वर्क आऊट की जा रही हैं मगर अभी कोई फाईनल डिसीजन नहीं हुआ है ।

उपसभापति : श्री यशवंत सिन्हा । अभी और बाकी है कुछ बस चलाने का ।

श्री यशवंत सिन्हा : मैंने तो बस बहुत चलाई है जगदीश टाइटलर के साथ । Madam, we are all aware that Delhi is soon going to have a set-up of its own under the plans which have drawn up by the Home Ministry and one would think that the D.T.C., which is with the Government of India because of an accident of history, will be given under the charge of the State of Delhi when the State of Delhi comes up in the next few months. Now what I would like to know from the Minister is (1) whether the D.T.C. is going to be transferred to the Delhi State ; and (2) if it is going to be transferred, then why we are bothered about this. You run it for the next couple of months and when Delhi becomes a State, then you transfer it to it and let it decide the future set-up of the D.T.C.

SHRI JAGDISH TYTLER : This is one of the options we have been thinking of. My mind is very clear and I had made a statement sometime back and I would rather feel that the D.T.C. should be run by the Delhi Administration and should not be run by the Central Government. This is one of the options. I had also mentioned when the group of Ministers were sitting on the restructuring of the D.T.C. that since the Delhi Transport Corporation started coming out of the red, if the process of D.T.C. coming out of the red is there for some time—I expect that this process will be completed within one year—as soon as the Delhi State comes into obeing and the proposals are worked out, I will be too happy to give it to the State.

SHRI MD. SALIM : Madam the question I want to ask the minister is whether the D.T.C. has moved proposal to increase the concessional fare by three times which is available to the students ?

SHRI JAGDISH TYTLER : It is true that the Board had taken a decision to increase certain fares because of the losses being incurred. But no decision has been taken as yet.

SHRI BHUBANESHWAR KALITA : Madam, it has been noticed that the staff bus ratio in the D.T.C. is very high as a result of which the private operators make profits on the same route on which the D.T.C. makes losses. May I know from the hon. Minister as to what is the staff-bus ratio in the D.T.C. and how the Ministry proposes to reduce it ?

SHRI JAGDISH TYTLER: Madam, today, we have a staff ratio of nine to twenty one which we hope to reduce to eight.

THE DEPUTY CHAIRMAN : Now, we should go to National Highway. question No. 303. Shri Vithalrao Madhavrao Jadhav.

Conversion of State highways into national highways in Maharashtra

*303. SHRI VITHALRAO MADHAV RAO JADHAV *
SHRI SURENDER SINGH :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) what is the total out-lay in the eighth five year plan for the development of National highways in different parts of the contry ;

(b) whether Government have received any proposal for conversion of some State Highways into National highways from the Government of Maharashtra ; and

(c) if so, the details thereof and what action Government taking thereon and by when these proposals are likely to be cleared ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (c) A statement is laid on the Table of the Sabha.

Statement

(a) Rs. 2460 crores.

(b) and (c) Yes , Sir. Different State Governments have sent 135 proposals aggregating to approx. 37,566 kms. for declaration as New National highways during 8th Year plan, which include eleven proposals having a length of 4,679 kms. sponsored by the Govt. of Maharashtra as per details annexed. (*See below*). However, in order to examine all the proposls in detail with respect to various laid down criteria including recommendations made by the National Transport Policy Committee, the State Governments were requested to supply information about each proposal in a prescribed format bringing out the complete details/justification etc. This information is still awaited from a number of States. There is also paucity of funds. As such, it is too early to indicate any decision about new National highways during 8th plan in various States including Maharashtra.

Details of the proposals forwarded to Government of Maharashtra for being declared as National Highway during 8th Plan

S. No.	Name of road	Length (in Kms)
1.	Solapur-Osmanabad-Beed-Aurangabad-Dhule-Vadodara	642
2.	Bombay-Ahmedabad-Nanded-Jagdalpur	660
3.	Ratnagiri-Solapur-Nagpur.	807
4.	Western Coastal Highway	704
5.	Surat-Dhule	127
6.	Aurangabad Nanded-Hyderabad	351
7.	Indore-Amravati-Veotmal-Chandrapur-Durg	597
8.	Aurangabad-Ajanta Edlabad Burhanpur	201
9.	Betul-Nagpur-Chandrapur-Pattagundam	408
10.	Amravati-Pandhurna	96
11.	Mangalwadhv-Jat-Belgaum	86
	TOTAL :	4679

*The question was actually asked on the floor of the House by Shri Vithalrao Madhavrao Jadhav.